



DEPARTMENT OF THE NAVY

USS FAHRION (FFG 22)
FPO AA 34091-1478

Recd 3/18/96

5750
FFG22/104
03 Feb 96

From: Commanding Officer, USS FAHRION (FFG 22)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC 20374-0571

Subj: 1995 COMMAND HISTORY OF USS FAHRION (FFG 22)

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Mission and Organization
(2) Chronology for 1995
(3) Command History Narrative
(4) Supporting Documents

1. In accordance with reference (a), enclosures (1) through (4) are submitted.

D. Morel
D. MOREL

Copy to:
COMNAVSURFLANT (NO2P)
COMDESRON SIX (NO2L)

COMMAND MISSION AND ORGANIZATION

FAHRION's mission is to train her active duty personnel and selected reservists as a team to maintain full combat readiness. FAHRION routinely deploys from her home port to accomplish this and other missions, such as counter-narcotic operations and enforcement of United Nations sanctions. FAHRION is often called upon to perform such missions on short notice and without selected reserve augmentation. Other missions include providing self-defense in the protection of underway replenishment groups, amphibious forces and merchant shipping against subsurface, air and surface threats, and conducting prompt and sustained anti-submarine warfare operations in conjunction with other sea control forces tasked to ensure friendly use of vital sea line of communication.

FAHRION is a ship of Destroyer Squadron Six, CAPT Francis D. Meyer, USN, Commanding, and is currently based in Mayport, Florida following a July shift in home ports (from Charleston, South Carolina). The ship's Commanding Officer CDR David Morel, USN. A biography and photograph are included in enclosure (4). The Executive Officer is LCDR Roger D. Perkins, USNR. The Command Chief is RMC(SW) Donald F. Greathouse. Depart heads are LT (b) (6), Engineer; LT (b) (6), Operations; LT (b) (6), Combat systems; LT (b) (6), Supply; and CDR (b) (6), Selected Reserve Coordinator.

CHRONOLOGY FOR 1995

January:

1-16 Inport Charleston, South Carolina
17-20 Underway, Charleston Operating Area, Tailored Ship's Training Availability, Phase II
21-22 Underway, Charleston Operating Area, Naval Reserve Training
23 Inport Charleston, South Carolina
24-25 Inport Charleston, South Carolina; Command Inspection
26-29 Inport Charleston, South Carolina; Surface Warfare Training Week; Tailored Ship's Training Availability, Phase III

February:

1-3 Inport Charleston, South Carolina; Surface Warfare Training Week (cont.); Tailored Ship's Training Availability, Phase III (cont.)
4-5 Underway, Charleston Operating Area; Naval Reserve Training
6-9 Underway, Charleston Operating Area; Tailored Ship's Training Availability, Phase III
10-20 Inport Charleston, South Carolina
21-28 Inport Charleston, South Carolina; Combat Systems Material Condition Review/ Combat Systems Readiness Review, Phase I; TARGET

March:

1-3 Inport Charleston, South Carolina, Combat Systems Material Condition Review/Combat Systems Readiness Review, Phase I; TARGET
4-10 Inport Charleston, South Carolina; Pre-deployment Supply Assist/CRIMP; SSDG Inspection
11-12 Underway, enroute Norfolk, Virginia; Naval Reserve Training
13 Inport Norfolk, Virginia
14-17 Underway, Virginia Capes Operating Area; Final Evaluation Period
18-20 Inport Norfolk, Virginia
21-22 Inport Norfolk, Virginia; Deperming
23-31 Inport Norfolk, Virginia; Combat Systems Readiness Review, Phase II; S/B Instrumentation and System On-site Calibration (SISCAL); Training Availability

April:

1-7 Inport Norfolk, Virginia; Combat Systems Readiness Review, Phase II (cont.); SISCAL (cont.); Training Availability (cont.)

Enclosure (2)

8-9 Underway, enroute Charleston, South Carolina.
 10-21 Inport Charleston, South Carolina; SSDG Inspection;
 Program for the Assessment and Repair of Shipboard
 Elevators (PARSE I);
 22-23 Underway, enroute Savannah, Georgia; Family Cruise
 24-30 Underway, North and South Puerto Rico Operating Areas;
 Composite Unit Training Exercise (COMPTUEX JTG 3-95)

May:

1-11 Underway, North and South Puerto Rico Operating Areas;
 Composite Unit Training Exercise (COMPTUEX JTG 3-
 95)(cont.)
 12-15 Inport St. Croix, U.S. Virgin Islands
 16-23 Underway, North and South Puerto Rico Operating Areas;
 Composite Unit Training Exercise (COMPTUEX JTG 3-
 95)(cont.)
 24-31 Inport Charleston, South Carolina; Pre-deployment
 Intermediate Maintenance Availability (IMAV);
 Underwater hull cleaning

June:

1-9 Inport Charleston, South Carolina; Pre-deployment
 Intermediate Maintenance Availability (IMAV)(cont.);
 Underwater hull cleaning (cont.)
 10-11 Underway, enroute Mayport, Florida; Home port shift;
 Naval Reserve Training
 12-26 Inport Mayport, Florida; Pre-deployment Intermediate
 Maintenance Availability (IMAV)
 27-30 Underway, enroute Roosevelt Roads, Puerto Rico; Begin
 UNITAS XXXVI-95; Embark HSL-94

July:

Note: All exercises were multiple ship/formation exercises; ASW
 exercises utilized prosecuting rotary wing and patrol aircraft;
 AAW exercises utilized a jet propelled drone; Command, Control
 and Communication exercises conducted daily underway.

1-5 Inport Roosevelt Roads, Puerto Rico
 6-7 Underway, South Puerto Rico Operating Area
 ASW exercise; ASW and Over the Horizon Targeting (OTH-
 T) exercises; Precision anchoring
 8-14 Inport Roosevelt Roads, Puerto Rico; Begin Unitas Phase
 0.
 15-18 Underway, North Puerto Rico Operating Area;
 Multiple threat transit exercise; Torpedo exercise;
 Opposed underway replenishment; Multiple threat
 free play exercise; NGFS exercise; Harpoon missile
 exercise; Change of Command, underway
 18-20 Inport Roosevelt Roads, Puerto Rico; End Unitas Phase 0

21-22 Underway, enroute La Guaira, Venezuela; Begin Unitas Phase I; Helicopter cross deck exercise, Opposed unrep; EW exercise

22-25 Inport La Guaira, Venezuela; Unitas Phase 1

26-30 Underway, enroute Puerto La Cruz, Venezuela; End Unitas Phase 1; Tactical maneuvering (DIVTACS); ASW and EW exercises; AAW exercise with simulated Harpoon and SM1-MR engagements; Multiple threat free play exercise with simulated Harpoon, SM1-MR and 76mm engagements

August:

Note: All exercises were multiple ship/formation exercises; ASW exercises utilized prosecuting rotary wing and patrol aircraft; AAW exercises utilized a jet propelled drone; Command, Control and Communication exercises conducted daily underway.

1-5 Underway, enroute Cartagena, Colombia; Begin Unitas Phase 2; ASW vulnerability exercise with high value unit screening; Aircraft tracking exercise; EW analyzing and reporting exercise, OTH-T with deceptive lighting exercise (with simulated Harpoon and SM1-MR engagements); Opposed unrep (air raid)

6-9 Inport Cartagena, Colombia; Unitas Phase 2

10-12 Underway, enroute Panama Canal; Unitas Phase 2; Combined mine warfare and ASW exercise; Helicopter cross deck exercise; CIWS pacfire; Multiple threat free play exercise with EMCON and deceptive lighting; AAW tracking and reporting exercise; ESM exercise; Radio jamming exercise; Flashing light exercise; OTH-T exercise; EW Jamming exercise; PUBEX; Chaff launching exercise, AAW contact and reporting exercise; Helicopter cross deck exercise, AAW targeting exercise

13 Underway, transit Panama Canal; Unitas Phase 2

14-15 Inport Rodman, Panama; Unitas Phase 2

16-18 Underway, en rout Malaga, Colombia; Unitas Phase 2; Helicopter cross deck exercise; Tactical maneuvering (DIVTACS); ASW exercise; PUBEX; EW exercise; Multiple threat free play exercise; Flashing light exercise; AAW contact and reporting exercise; Chaff Launching exercise

19 Inport Malaga, Colombia; End Unitas Phase 2

20-21 Underway, enroute Rodman, Panama; Opposed sortie exercise; Surprise AAW attack exercise; ASW exercise; PUBEX; Flashing light exercise

22-25 Inport Rodman, Panama

26-27 Underway, enroute Guayaquil, Ecuador; Begin Unitas Phase III; Crossing the Line Ceremony; Initiation of Shellbacks

28-31 Major controllable pitch propeller (CPP) casualty; Inport Guayaquil, Ecuador; Phase 3; Project Handclasp; Disembark HSL-94

September:

1-4 Inport Guayaquil, Ecuador; End Unitas Phase 3
5-11 Underway, under tow, enroute Rodman, Panama
7-8 Massive air lift of CPP parts for staging in Braswell shipyard for emergent drydocking.
12-24 In drydock, Braswell Shipyard, Balboa, Panama
25-30 Underway, enroute Valparaiso, Chile

October:

Note: All exercises were multiple ship/formation exercises; ASW exercises utilized prosecuting rotary wing and patrol aircraft; AAW exercises utilized a jet propelled drone; Command, Control and Communication exercises conducted daily underway.

1 Inport Valparaiso, Chile; Unitas Phase 6
2-3 Underway, enroute Talcahuano, Chile; ASW/opposed sortie exercise; Surface gunnery exercise (100 rounds 20mm, 10 rounds 76mm fired); ASW exercise; AAW exercise, Chaff launching exercise
4-8 Inport Talcahuano, Chile; Embark HSL-94
9-12 Underway, Chilean Inland Waterway, enroute Punta Arenas, Chile; Anti-fast patrol boat exercise
13 Inport Punta Arenas, Chile
14-15 Underway, Straits of Magellan, enroute Ushuaia, Argentina via Cape Horn; End Unitas Phase 6
15 The rounding of Cape Horn
16 Inport Ushuaia, Argentina; Begin Unitas Phase 7
17-24 Underway, enroute Buenos Aires, Argentina; Helicopter cross deck exercise; PUBEX; ASW exercise with formation zig-zig plan; quick reaction firing exercise; EW jamming exercise; Multiple threat free play exercise; AAW exercise with 2 76mm rounds fired
25-27 Inport Buenos Aires, Argentina; Unitas Phase 7
28 Underway, enroute Montevideo, Uruguay; End Unitas Phase 7
29-30 Inport Montevideo, Uruguay; Begin Unitas Phase 8
31 Underway, enroute Rio de Janeiro, Brazil; Mine warfare exercise

November:

Note: All exercises were multiple ship/formation exercises; ASW exercises utilized prosecuting rotary wing and patrol aircraft; AAW exercises utilized a jet propelled drone; Command, Control and Communication exercises conducted daily underway.

1-9 Underway, enroute Rio de Janeiro, Brazil; AAW DRONEX; Aircraft detect, engage and track exercise; OTH-T exercise; Q-route transit of simulated mine field;

Surface gunnery exercise (10 rounds 76mm fired); Chaff launching exercise, Helicopter cross deck exercise; Opposed unrep; AAW-EX (10 rounds 76mm fired); ASW weapons launch exercise; PUBEX; 24 hour maritime area control exercise (multiple threat scenario); Mine warfare exercise; Unitas Phase 8 ends underway on 03 Nov 95 and Unitas Phase 9 begins

10-13 Inport Rio de Janeiro, Brazil

14-17 Underway, enroute Salvador, Brazil; Phase 9; Surface to air gunnery exercise (20 rounds 76mm fired); Opposed multiple threat transit; AAW-EX (10 rounds 76mm VTNF fired); Multiple threat free play exercise; Conclude Unitas Phase 9 and Unitas XXXVI-95 operations

18-20 Inport Salvador, Brazil

21-28 Underway, enroute Naval Station Roosevelt Roads, Puerto Rico

29-30 Inport Naval Station Roosevelt Roads, Puerto Rico

December:

1-3 Underway, enroute Mayport, Florida; Disembark HSL-94

3-31 Inport Mayport, Florida for post deployment holiday leave and upkeep

COMMAND HISTORY NARRATIVE

January

USS FAHRION began 1995 preparing for Tailored Ship's Training Availability (TSTA), Phase II with the assistance of Combat Systems Training Group (CSTG) Charleston, SC. TSTA II included inport and underway training and training of combat systems watchstanders through a variety of detection and engagement scenarios.

Following TSTA II, FAHRION conducted a Naval Reserve Training weekend underway in the Charleston Operating Area. During this busy weekend, FAHRION fired the MK 75 76mm gun, Close-in-Weapons-System, and several small arms during familiarization training.

FAHRION received a Command Inspection and a Ship's Explosive Safety Examination (SESI). COMDESRON SIX awarded FAHRION an overall score of excellent. Other inspections for the month of January included an Occupational Safety Health Management Evaluation and a Medical Readiness Inspection (MRI).

TSTA III and Naval Base Charleston's Surface Warfare Training Week began during the final week of January.

February

February was an active month for FAHRION. FAHRION conducted an underway Naval Reserve Training weekend, proudly completing Surface Warfare Training Week in the first few days of the month. Immediately following the reserve training, FAHRION began the underway portion of TSTA III assisted by Combat Systems Training Group (CSTG). A detachment from the SH-2G helicopter squadron, HSL-94, was embarked for Deck Landing Qualifications (DLQs).

Valentine's Day was spent in Charleston, SC, allowing the crew to spend time with their sweethearts. Several alterations to the ship were accomplished during that week as well. Following President's Day, the ship began Combat Systems Material Condition Review (CSMCR), Combat Systems Readiness Review (CSRR) Phase I, and a Technical Assessment, Repair, Groom, and Evaluation Team (TARGET) visit.

March

FAHRION continued CSMCR, CSRR, and TARGET, all of which significantly improved the material readiness of the ship's combat systems and engineering plant. All four Ship Service Diesel Generators were inspected with excellent results. Simultaneously, the Supply Department was assisted in planning for the UNITAS XXXVI deployment by a Pre-deployment supply assist team.

Enclosure (3)

Enroute to Norfolk, Virginia, FAHRION trained her Selected Reservists and made last minute preparations for the upcoming Final Evaluation Period (FEP). Upon arrival in Norfolk, the Selected Reservists were debarked and FAHRION embarked the FEP evaluators. FEP was a tough three and a half day evolution with numerous drills and mock engagements. The HSL-94 Titans embarked for FEP.

After FEP, FAHRION returned to Norfolk for deperming, a training availability, S/B Instrumentation and System On-site Calibration (SISCAL), and CSRR Phase II. During the training availability, many of the crew attended schools offered only in Norfolk. The schools included Coordinated ASW School, Valve Maintenance and Rigid Hulled Inflatable Boat (RHIB) familiarization.

April

During April, FAHRION continued the training availability and CSRR Phase II. CSRR prepared the ship for deployment through an in-depth material condition and performance review. After system discrepancies were noted, Fleet Technical Support Center representatives assisted ship's force in correction of those problems that were beyond ship's force capabilities. After spending nearly a month in Norfolk, FAHRION returned to home port for a week and a half to conduct a SSDG inspection and Program for the Assessment and Repair of Shipboard Elevators (PARSE) team visit.

The highlight of the month was the family cruise to Savannah, Georgia. FAHRION left Charleston early on a Saturday morning and made the trip to Savannah in just a few hours. MWR arranged for hotels and tours of the city for families staying the night in Savannah. Busses were also provided for those wishing to return via land to Charleston. The weekend events included tours of the ship, firing demonstrations of the 76mm gun and CIWS, a steel beach picnic on the flight deck and a narrated transit of the Savannah River. FAHRION returned to Charleston Sunday morning and debarked the families.

The next morning FAHRION said goodbye again and departed for a one month Composite Training Unit Exercise (COMPTUEX JTG 3-95) with the USS AMERICA Battle Group, RADM Ellis commanding.

May

May began with three standard missile exercises in support of COMPTUEX. The first two were anti-air missile exercises against drones in the North Puerto Rico Operating Area. The third was an anti-surface missile exercise against the ex-USCGC Cherokee. All missile exercises were exceptionally successful with skin-to-skin contact in two of the three events. COMPTUEX was a busy month of ASW, AAW, and ASUW, including successful

firing of exercise torpedoes, Naval Gunfire Support (NGFS), air and surface gunnery shoots, and boarding exercises.

Halfway through COMPTUEX, FAHRION visited the island of St. Croix for three days of relaxation and a chance to catch up on some maintenance. Everyone enjoyed the island's offerings. Scuba diving, snorkeling, deep-sea fishing, jungle treks, and clean white beaches were just some of the things that kept the crew busy for three days. The finale was a beach barbecue sponsored by the junior officers for the entire ship and some of the island residents.

FAHRION returned home to Charleston for the last time for two weeks before the home port shift to Mayport, FL. The two weeks were spent preparing for the UNITAS deployment and the home port shift. The crew was busy moving families and making final preparations for UNITAS.

June

After spending her last two weeks in Charleston, FAHRION embarked her selected reservists and made the home port shift to Mayport, FL. All but seventeen of FAHRION's families moved with the ship to Florida. The next two weeks were busy with deployment preparations and Pre-overseas Movement (POM) leave. The ship loaded final food stores and ammunition, including 3600 cases of soda. A second accommodation ladder was added by SIMA Mayport, the Quarterdeck awnings and picture board were manufactured, the wooden bridge rails were sanded and varnished and the ship was given a fresh coat of haze gray. After months of preparation, everybody was ready and eager to get started on UNITAS XXXVI.

On a clear, hot Monday morning with several families in attendance, FAHRION took in all lines and got underway for deployment to South America.

July

Enroute to Naval Station Roosevelt Roads, Puerto Rico, FAHRION joined up with part of Task Group 138, USS COMTE DE GRASSE (DD 979), USS ASHLAND (LSD 48), and USS KALAMAZOO (AOR 6). FAHRION celebrated the Fourth of July in Roosevelt Roads. The base sponsored a carnival and softball games for the members of the UNITAS Task Group.

The first phase of UNITAS, Phase Zero, was hosted by the United States and included ships from Venezuela, Colombia, France, Holland, and the United States. The highlight of the phase for FAHRION was a rare Harpoon missile exercise. According to evaluators monitoring from shore facilities, the shot against an adrift SEPTAR drone was textbook perfect and the missile achieved skin-to-skin contact. Other events included NGFS, quick reaction drills, tactical maneuvering drills, exercise torpedo

shots against decoy targets, air and surface gunnery events, and several flashing light drills and "pub-ex's."

On 18 July, just a few hours after the Harpoon exercise in the North Puerto Rico Operating Area, CDR David Morel, USN, relieved CDR James T. Harrington, USN, as Commanding Officer.

After the Change of Command, FAHRION returned to Roosevelt Roads to wrap-up a successful Phase Zero of UNITAS. The Task Force departed Puerto Rico to begin Phase One with the Venezuelan Navy. In transit across the Caribbean, FAHRION participated in several blue water exercises with elements of TG-138 and the Venezuelan and Colombian Navies. Anti-submarine warfare exercises and over-the-horizon targeting exercises were the highlights of the transit.

FAHRION's first port in South America, La Guaira, Venezuela, eagerly awaited the Task Group. Many enjoyed day trips to Caracas, the capital of Venezuela, and deep-sea fishing. A variety of seafood was available to many who ventured to the resort town of Macutia.

Shortly after departing La Guaira, FAHRION's SH-2G helicopter (call sign "America"), was called away to ASHLAND for an emergency medical evacuation of a Marine suffering from acute kidney failure. Thanks to the quick reaction and professionalism of America's flight crew, the Marine was given immediate treatment and is alive and well.

A few days of at sea exercises culminating in an exciting free-play led to FAHRION's next stop in Puerto La Cruz, Venezuela.

August

August began for FAHRION in beautiful Puerto La Cruz, Venezuela. FAHRION anchored with the USS TREPANG (SSN 674), moored alongside in the harbor surrounded by steep green mountains and strips of white beaches. Once again MWR arranged many guided tours of the city, a nearby jungle, the coral reefs, and Angel Falls, the tallest falls in the world.

FAHRION and the task group weighed anchor and continued with Phase One exercises in transit to Cartagena, Colombia. Phase One ended with ASW exercises against the USS TREPANG and the Venezuelan ARV SOUBLETTE and several tactical maneuvering drills.

Phase Two, hosted by Colombia, began enroute to Cartagena with an over-the-horizon targeting exercise against ARC ALMIRANTE PADILLA (CM 51) and ARC INDEPENDIENTE (CM 54). The exercises consisted of quick reaction drills in which FAHRION consistently outperformed the entire Task Group. In each of the damage control quick reaction drills, FAHRION was the first ship to charge a fire hose on the flight deck and put water over the side.

Cartagena, Colombia was FAHRION's next port visit. Many

crew members enjoyed shopping in exotic emerald stores and eating the local cuisine in the "Old City."

Leaving Cartagena, the Task Group conducted an opposed sortie against Colombian fast patrol boats. FAHRION's SH-2G participated in a helo cross deck with Colombian Navy helicopters. All exercises were conducted on the way to the Panama Canal for the East-West transit.

FAHRION met with a scheduling delay upon arriving at the entrance to the Canal and was required to wait for several hours. FAHRION passed the time by brushing up on ship handling skills and having a Damage Control Olympics. The afternoon of waiting was completed with a steel beach picnic and music just before getting word to begin our transit.

The eleven hour transit began at 1900 and most of the crew remained awake to watch the midnight canal passage. On the Pacific Ocean side of the isthmus, FAHRION enjoyed a port visit at Naval Station Panama Canal, Rodman. After a few days in port, FAHRION continued exercises with Colombia enroute to Malaga, Colombia. Malaga is the Colombian Navy's Pacific headquarters and is a well equipped outpost surrounded by desolate jungle and rain forest.

After Malaga, Phase Two ended and the US ships made a quick trip back to Rodman before the southward journey across the equator. The Crossing the Line ceremony and initiation was a well organized, safe evolution that rid the ship of all slimy polywogs. After a thorough scrubbing of the ship to remove all the remains of the crossing the line ceremony, FAHRION sailed for Guayaquil, Ecuador to begin Phase 3. Due to political conditions in Ecuador, all of the underway portion of Phase Three was canceled. During the 50 mile transit up the shallow Guayas River enroute to Guayaquil, FAHRION struck an uncharted submerged object sustaining major damage to the controllable pitch propeller (CPP). FAHRION was forced to continue the remainder of the transit at a brisk pace in order to keep the swift currents from sweeping the ship into the river banks. After divers were flown in and had inspected the shafting and the propeller, it was determined that FAHRION would require an emergent drydock period. She was to remain in Guayaquil, Ecuador and wait for a Panamanian Tug while the rest of the Task Force proceeded southward. HSL-94 was disembarked and moved on board USS COPELAND (FFG 25) prior to the departure.

September

The first four days of September were spent in Guayaquil, Ecuador. After the Unitas Task Force continued on, the local government requested that the FAHRION give up her pier side berth and be moved out to an anchorage. While at anchor the crew was kept busy with good old fashioned preservation and painting and a steel beach picnic. Being down river at anchor did not stop the tug. Although not originally planned for, the FAHRION again crossed the equator while enroute to Naval Station Rodman,

crew and the RHIB from making runs to the town. All eyes scanned downriver in hopes of spotting the long awaited tug.

The following week was spent underway in tow astern of the Panama. Painting and preservation efforts continued during the entire transit. Meanwhile a massive logistical air lift operation was in full swing. The Navy supply system was hard at work making sure all necessary repair parts were staged at the dry dock well in advance of FAHRION's arrival. Braswell Shipyard, Bird Johnson, FTCLANT Norfolk and SUPSHIP JAX all joined efforts and worked miracles in the rapid preparation of the pre-WWII era drydock. FAHRION arrived in Panama and two painstaking days later was successfully up on blocks and isolated from the Canal. Two shifts immediately went into action and worked feverishly around the clock (as well as all of the ship's engineers) and through incredible efficiency on behalf of the ship, contractors and the supply system, the FAHRION was repaired well ahead of schedule.

After only 12 days the drydock was flooded and FAHRION put to sea with a shiny new hub and blade assembly, a hull cleaning and other new pieces of major main propulsion equipment. Such an efficient operation at such short notice is a tribute to the amazing power and will of the U.S. Navy and the United States government.

After a brief and successful sea trial, FAHRION turned and sprinted southward to catch up with the Uritas Task Force. Along the way the crew of the FAHRION drilled and trained hard in order to smoothly re-enter the intense operating tempo of Uritas operations.

October

FAHRION rejoined the Task Force midway through Phase 6 on October 1st, the last day of a port visit in Valparaíso, Chile. The next day FAHRION and the Uritas Task Force got underway for one day at sea followed by a five-day maintenance availability port visit in Talcahuano, Chile. During the transit from Valparaíso to Talcahuano, the Task Force conducted several ASW, ASUW and AAW exercises. During the Talcahuano inport period, numerous activities were conducted including a Task Force sports day picnic, re-embarking HSL-94, and skiing trips to the Andes mountains.

While in Talcahuano, two Chilean naval officers embarked FAHRION to serve as pilots for the ensuing transit of the Chilean Inland Waterway and the Straits of Magellan. From Talcahuano, the Task Force got underway for the three day breath-taking transit of the narrow and spectacular Chilean Inland Waterway and the first half of the Straits of Magellan while enroute to Punta Arenas, Chile for a one day port visit. Of noteworthy mention is the fact that FAHRION completed a successful underway replenishment with the Chilean oiler MOTT while still within the

confines of the waterway. Shortly after the sortie from Punta Arenas, the Chilean pilots debarked FAHRION and Phase 6 concluded.

After navigating the remainder of the Straits of Magellan, the Task Force headed out into the South Atlantic Ocean and turned south for Cape Horn. On October 15th the Unitas Task Force rounded the Cape and turned back northward for a transit up the Beagle Canal and an overnight port visit in Ushuaia, Argentina (the southern most city in the world). Dropping anchor in Ushuaia marked the beginning of Phase seven. Most noteworthy events during Phase seven underway operations were an underway replenishment with an amphibious assault ship (USS ASHLAND), exercises in all warfare areas, a multiple threat free play exercise and the rendezvous with two Brazilian frigates.

After six days at sea, FAHRION and USS COPELAND were detached for an "FFG only" transit up the Rio de la Plata enroute to Buenos Aires, Argentina for a four day port visit. During the transit, both ships conducted numerous Basic Engineering Casualty Control Exercises (BECCEs). The crew spent the four days touring the majestic city streets and taking advantage of the bountiful and abundant shopping. Upon departing Buenos Aires and concluding Phase 7, the FAHRION continued the transit up the Rio de la Plata enroute to a three day port visit in Montevideo, Uruguay. In Montevideo, FAHRION and COPELAND rejoined Task Force 138, commenced Phase 8 and found an excellent market in leather goods. Several operations and planning conferences were also attended in preparation for the underway operations of Phase 8.

November

Phase 8 underway operations took place during the first two days of November. The first major event was a Q-route transit of a simulated mine field. This was the first event of Unitas 36-95 in which a South American country incorporated mine sweepers into operations. Phase 8 concluded underway on November 3rd with the commencement of a seven day Phase 9 operating period. This phase included participants from Brazil, Argentina, Uruguay, Spain and Canada. The major events of the first half of Phase 9 included an Over the Horizon Targeting (OTH-T) exercise, two opposed underway replenishments, an ASW weapons launch exercise and a very realistic 24 hour maritime area control exercise. All ships then proceeded to lively Rio de Janeiro, Brazil for a four day port visit. Beautiful beaches, carnival, shopping and exquisite steak house restaurants were all favorites of the crew.

The major events of the second half of Phase 9 included two opposed transits, an OTH-T exercise, an opposed underway replenishment and a multiple threat free play exercise. The Task Force then entered port in Salvador, Brazil to wrap up Phase 9 and Unitas XXXVI-95, as well as to enjoy a three day port visit.

FAHRION departed Salvador, Brazil with the rest of the U.S. Rico. Along the way, FAHRION celebrated Thanksgiving Day

participants on November 21st and began an eight day transit around the Northeast corner of South America and through the Caribbean Sea, enroute to Naval Station Roosevelt Roads, Puerto underway with turkey and dressing, steamship round, cranberry sauce and pumpkin pie. Also on the return trip, FAHRION crossed the Equator once more and again rid herself of slimy polywogs as she crossed into the Northern Hemisphere. Upon pulling into NSRR, Puerto Rico, the crew was absolutely delighted to embark 35 sorely missed family members for a three day tiger cruise to Mayport, Florida.

December

The opening day of December found FAHRION getting underway for home port. Numerous activities were scheduled for each day of the excruciatingly long three day transit. The tigers were treated to live fire demonstrations of the 76mm gun and CIWS, damage control exhibitions, a steel beach picnic and the farewell fly-off of HSL-94.

The triumphant FAHRION returned to home port to a brass band and a pier crowded with ecstatic families. FAHRION's tired but proven crew was rewarded with a post deployment leave and upkeep that would last the rest of the month and through the new year.

SUPPORTING DOCUMENTS

Enclosure (4)

1995 STATISTICS

Total days underway: 136

Total gallons of fuel oil (F-76) consumed: 2,151,094 Gallons

Total number of 76mm rounds fired: 305

Total number of Harpoon Missiles fired: 1

Total number of Standard (SM1-MR) Missiles fired: 3

Total number of LAMPS I missions flown: 133 combined day and
night.

Total miles travelled: 32,105.7 NM

